

## Response

### T7 - Julian Powers (Cont.)

6. As stated above carbon monoxide emission standards are not exceed as a result of this project. Addressing the overall issues of global warming is outside the scope of this study.

### T8 - Alan Fackenthall

DOT/NORTH/SOUTH FREEWAY

1 and seven hundred billion dollars.

2 Freight rail, I believe, has no subsidy, so

3 it's obvious there's advantages to using the big trucks.

4 Let me touch on one other item that's going

5 to be in your newspaper more and more: Global warming.

6 The chief number one problem is carbon monoxide. The

7 United States, four and a half percent of the world's

8 population, produces 25 percent of the measured gas that

9 is going to give us global warming. And carbon monoxide

10 has a lifetime in the atmosphere between 50 years and 200

11 years.

12 You cannot stop global warming if you quit

13 burning fossil fuels today. It's here, it's getting

14 worse.

15 I think that the transportation problems in

16 this city should be based upon a true look ahead looking

17 at the things that we cannot control and the things that

18 we can control.

19 I recommend to put this in the trash can and

20 let's have a true look ahead looking at the real

21 problems, the money, the time, the carbon monoxide and

22 global warming. Thank you.

23 MR. STIER: Thank you, Mr. Powers.

24 ~~Fackenthall~~

25 ~~Alan Fackenthall?~~

THE WITNESS: I am Alan ~~Fackenthall~~. I live

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T8

## Response

### T8 - Alan Fackenthall (Cont.)

1. See Beltway/Bypass section of FEIS.

2. It is not the intent of this study to propose that a single facility or plan would relieve all congestion in North Spokane County. The 1985 Transportation Plan Update published by Spokane Regional Council addressed needs for a new freeway and additional capacity improvements such as a Beltway/Bypass. To include proposals that address all regional transportation deficiencies is outside the scope of this study.

#### DOT/NORTH/SOUTH FREEWAY

1 at 547 East Jordan in Spokane.

2 I do serve on the CACT committee. They're  
3 Citizens Advisory Committee on Transportation, Department  
4 of Transportation.

5 I think that with the proper application of  
6 bypasses there is no need whatsoever for a North/South  
7 Freeway.

8 I have been told the recommended or the  
9 estimated 2020 traffic on I-90 can only be addressed if  
10 I-90 was doubledecked because of the impossibility of  
11 widening it through downtown Spokane.

12 Now, the cost of that compared to bypassing,  
13 at least four bypasses of the city of Spokane to the  
14 north and to the south, that is two, and the routes are  
15 there.

16 Another thing that was proposed to me was  
17 that we widen Francis Avenue to six lanes. Well, okay,  
18 if we can divert two lanes of traffic north of Francis  
19 north of Five Mile to connect to 395 and Highway 2 north  
20 of Wandermere we no longer need to widen Francis Avenue  
21 at all.

22 There is a possibility to connect with  
23 existing interchanges on I-90 west of Spokane to  
24 accommodate an awful lot of traffic between 2 and I-90  
25 and Indian Trail and 291 west of Spokane, and why not

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## Response

T8 - Alan Fackenthall (Cont.)

3. Linette Miller, Curator for the Museum of Native American Culture, (now Schoenberg Center) was contacted on September 23, 1991. She knew of no sites of Indian cultural significance that the proposed highway would impact.

In the unlikely event that cultural resources are encountered during construction, work will be halted in the vicinity pending a review by a professional archaeologist in consultation with the FHWA, Office of Archaeology and Historic Preservation, and any other appropriate agency.

DOT/NORTH/SOUTH FREEWAY

1 connect it to 195 south of Spokane, even skirt Tower  
2 Mountain and connect with I-90 out in the Valley?  
3           Now, there are other alternate routes through  
4 town that increase the east/west available routes.  
5 44th can be connected, 39th has been advised and studied  
6 as an alternate. 33rd. North of Spokane, Bigelow Gulch  
7 will be completed.  
8           Why stop at Argonne with the connection for  
9 traffic to divert east of Francis Avenue and over the  
10 hill? Why not go on out to Sullivan or Barker, and north  
11 of that?  
12           We have an environmentally sensitive area  
13 from Nine Mile to Suncrest. The impossibility of  
14 widening the road on a slope that is so steep that it is  
15 at its maximum angle of repose and the amount of rocks  
16 necessary to move to widen it, okay?  
17           And this other thing, after it goes through  
18 historical Indian burial grounds and so forth. And those  
19 things have to be addressed.  
20           There is a level route which is north of  
21 there connecting with Mile Post 16 west of Spokane that  
22 gives approximately a level route over to connect with  
23 395 and direct access to the new bus terminal downtown.  
24 It lends itself to a park and ride situation, which the  
25 developers in that area out there have said they would be

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## Response

T9 - Jeanette Harras

### DOT/NORTH/SOUTH FREEWAY

1 willing to provide and that the park and rides could well  
2 reduce the single occupancy vehicles from that area by  
3 fifty to a hundred trips a day.

4 These are some of the things that I've been  
5 addressing for the last couple of years, and I hope that  
6 some people take note of what I have to say and work on  
7 developing this bypass situation.

8 I object to the word beltway because it is  
9 safe that you will provide the clover leafs and the  
10 interchanges that I don't believe will be necessary  
11 even for the year 2020 to accommodate the traffic and the  
12 build up that is possible because of the available land  
13 for development in our area. Thank you.

14 MR. STIER: Thank you, Mr. ~~Shackenthal~~ <sup>Fackenthal</sup>.

15 I think it's Peter Rainer. I can't read the  
16 first name that well. The last name is Rainer.

17 Move along. Jeanette <sup>Harras</sup> ~~Harris~~?

18 THE WITNESS: Jeanette <sup>Harras</sup> ~~Harris~~, 1107 <sup>North</sup> ~~Pearl~~.

19 I'm chairman of the Logan Neighborhood  
20 Steering Committee, and recently we have been working  
21 with the Chief Garry Park on joint issues of concerns  
22 that impact both our neighborhoods.

23 And at a recent meeting -- I'm sorry I wasn't  
24 closer to the mike -- we were discussing the North/South  
25 Freeway. And they have evidently had a lot of input to

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T9

## Response

### T9 - Jeanette Harras (Cont.)

1. See response to Ms. Harras's letter in written comments section of the FEIS (Comment B-3 Appendix L).

#### DOT/NORTH/SOUTH FREEWAY

1 the Department of Transportation, more than we have in  
2 our neighborhood, regarding this issue.

3 And at their last meeting they shared some  
4 concerns with us, and we decided that we would support  
5 those concerns by writing a letter from the Steering  
6 Committee. And right now I'm not going to read the  
7 complete letter, but I would like to share a couple of  
8 those issues that were brought up.

9 The Steering Committee supports Chief Garry  
10 Park and requests that the noise wall in the  
11 Trent/Mission interchange to Grace Street, and this is  
12 referenced in the North Spokane Freeway draft pages four  
13 through 29, be at least 14 feet high. And we feel more  
14 noise mitigation may be necessary, such as extensions  
15 slanting inward over the freeway.

16 And we would ask for documentation on the  
17 effectiveness on the different types of deflection and  
18 noise indications, including wall density and wall  
19 surface treatments.

20 We consider your 10-minute monitoring on  
21 9-13-91 at 10:03 a.m., and this is referenced on your  
22 draft pages 4 through 21, too old and from an hour of  
23 little traffic.

24 The other thing regarding noise impact is  
25 that there was some references that it was out of

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## Response

T9 - Jeanette Harras (Cont.)

### DOT/NORTH/SOUTH FREEWAY

1 compliance with the federal standards, and this was back  
2 in 1991 and we feel that there will probably be more  
3 impacts with this noise at this point in time.

4 The other comment that we have in  
5 southbound, we felt it was wrong to say that because of  
6 the shielding provided by the buildings no outside  
7 interior impacts are predicted for the Spokane Community  
8 College campus. And with the decibel ratings that you  
9 had shown in your study on pages 423, we feel this is not  
10 consistent.

11 Also, the wall lengths of thirty-two hundred  
12 feet on the west and twenty-two hundred feet on the east  
13 seem inadequate. The length between Trent and Mission to  
14 grace is at least sixty-five hundred feet, and we want to  
15 know<sup>what segments</sup> how those are to be walled and how close are the  
16 walls to the freeway shoulders.

17 And it seems that extraordinary means must  
18 be going to have to be taken to mitigate noise, both at  
19 ground level and high levels. Obviously the roadway  
20 surface will not block noise from elevated segments.

21 Another request is that we support the  
22 various neighborhoods' request that massive concrete  
23 structures be enhanced with landscaping. However, we'd  
24 like to make sure that there are long range maintenance  
25 plans in place before choosing materials.

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## Response

T10 - Marvin Nordhagen

1. See Beltway/Bypass section of FEIS.

2. Comments noted.

DOT/NORTH/SOUTH FREEWAY		
1	And I also request, the Garry neighborhood	1
2	requests, that parking be made available for the two	
3	river trails and for Spokane Community College, which	
4	will lose <del>(unusable)</del> parking, and also that the plans include	
5	daily commuting between the community colleges for	
6	students that don't depend on private cars.	
7	Thank you.	
8	MR. STIER: Thank you, Mrs. <del>Heerie</del> <sup>Harris</sup> Marvin	
9	Nordhagen.	
10	THE WITNESS: Marvin Nordhagen, <sup>3402</sup> <del>34067</del>	T10
11	Dennison/Chatteroy, Chatteroy, Washington, 99003.	
12	I want to say initially that I believe that	1
13	the correct solution to the transportation problem in	
14	Spokane is in fact a beltway for a lot of good reasons.	
15	I think it solves some transportation needs	
16	all the way around the city, as the north/south freeway	
17	does not do.	
18	Having said that, I don't believe that the	
19	reality is that it will ever be built. For that reason I	
20	think it's necessary to support a North/South Freeway.	
21	There is some serious transportation need in	2
22	the north part of Spokane County. And it doesn't just	
23	deal with getting the trucks off the arterial streets.	
24	I've watched the city for years and years and	
25	years struggle with the traffic problems as the city	
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## Response

T10 - Marvin Nordhagen  
(Cont.)

### DOT/NORTH/SOUTH FREEWAY

1 grows on the north side by widening the arterials and  
2 enlarging the arterials and making one-ways.

3 And we've had a lot of degradation of the  
4 neighborhoods on the north side of town through that  
5 effort, <sup>and more traffic noise</sup> and it doesn't solve the problem. The problem  
6 continues to get worse.

7 There needs to be a freeway or a beltway,  
8 some major solution, not a minor solution.

9 I hear a lot of idealism about getting people  
10 to use alternative methods of transportation. The  
11 reality is you will not change the people's habits.  
12 There are many cities in this country that have spent,  
13 and are continuing to spend, billions of dollars on  
14 various public transportation systems, whether it's Bart,  
15 whether the Long Beach Light Rail, several systems in the  
16 east, that they keep pouring money into these things and  
17 people do not ride them.

18 People don't ride them because you want the  
19 freedom to stop and go when you want, to <sup>stay</sup> ~~see~~ at work 10  
20 minutes late or stop off on your way from work, all of  
21 these things that come with our lifestyle. And in this  
22 country you cannot dictate to people that they ride  
23 public transportation and they go at this time and come  
24 back at this time. So reality is those systems are not  
25 an alternative.

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